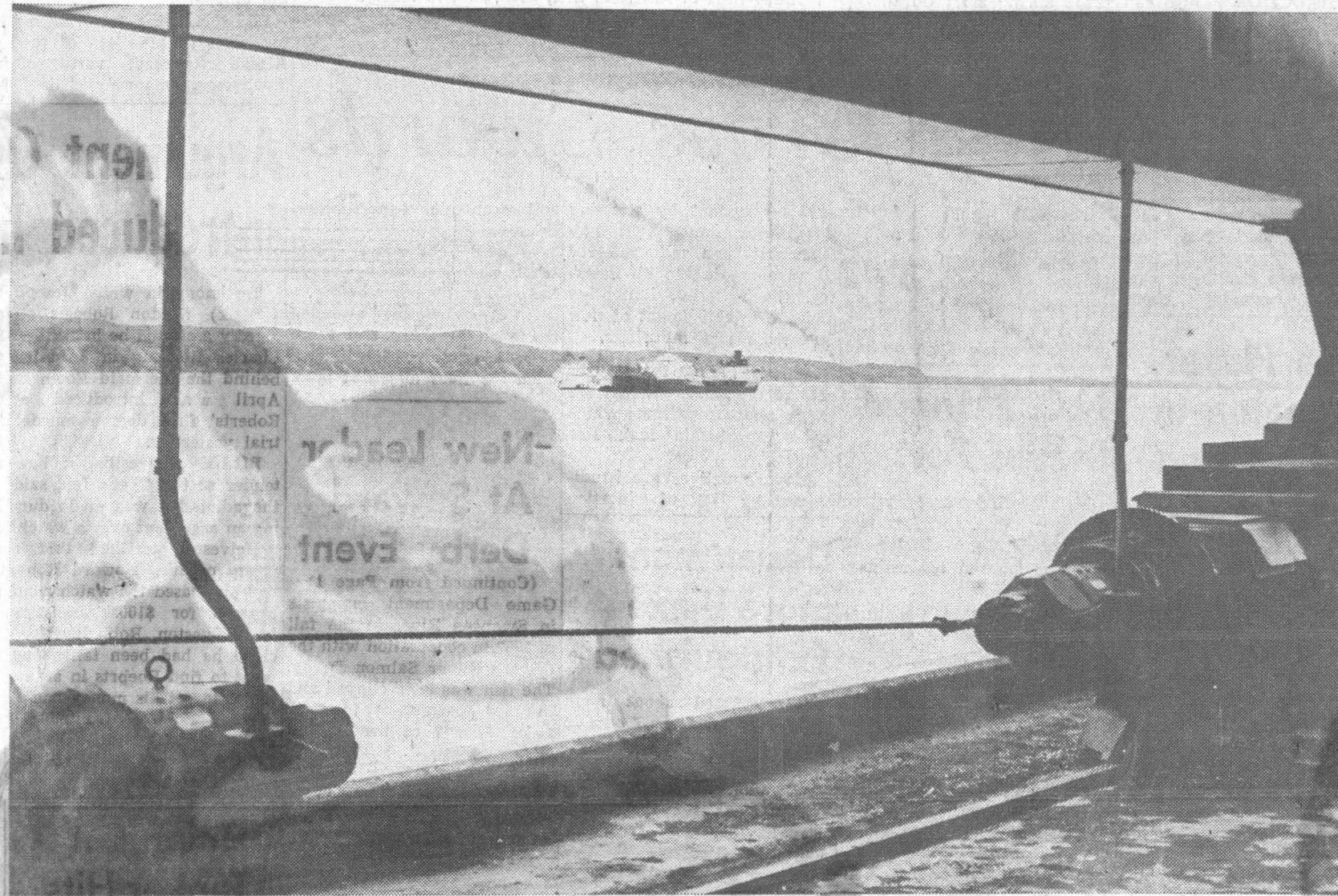


VESSELS COLLIDE AT PORT



DISENGAGING AFTER colliding late yesterday afternoon are the U.S. Coast and Geodetic Survey's "Pathfinder", left, and the Union Oil Tanker "Santa Maria." The tanker was involved in another accident in the Port of Anchorage on Oct. 19, 1964, when she collided with the

Shell Tanker Sirrah and burned. Eyewitnesses on the port dock said the Santa Maria appeared to be drifting astern and dragging her anchor before she struck the survey vessel. The Santa Maria was headed into the port's petroleum dock to discharge.

(Daily Newsphoto)

Union Oil Tanker Hits Survey Ship

By JANET ARCHIBALD
Daily News Staff Writer

One year and 10 months to the day after her fiery collision with the tanker "Sirrah" off the Port of Anchorage, the Union Oil tanker "Santa Maria" struck the U.S. Coast and Geodetic Survey's "Pathfinder" shortly after 5 p.m. yesterday.

The Pathfinder was anchored and the Santa Maria was heading into the port petroleum dock to discharge her cargo.

Neither vessel appeared to be seriously damaged.

FOLLOWING the accident, the Santa Maria continued on into the petroleum dock and the Pathfinder re-anchored off the port.

The motor vessel Tustumena was berthed at the port terminal when the accident took place but departed before the Santa Maria came in to unload.

Several eyewitnesses who were on the port dock at the time of the incident said the Santa Maria appeared to be dragging her anchor as she drifted down on the Pathfinder.

THE TIDE, which runs strongly out in the inlet, was coming in.

The Santa Maria was maneuvering shortly before the accident, according to eyewitness Bill Potter of the port staff.

He said the vessel had her starboard anchor down and it appeared to be dragging as she drifted astern down upon the Pathfinder.

ANOTHER eyewitness said the Santa Maria appeared to make a sharp right turn ahead of the survey vessel.

"It seemed an easy impact," one man who saw the accident, said of the collision.

The tug "Northwind," captained by Ken Childs, was standing by the Santa Maria but had not yet been ordered alongside when the accident took place, according to Capt. Jack Anderson of Anderson Dock.

THE TUG "Julia Foss," captained by Dave Manley, joined the Northwind. The two tugs aided in moving the vessels apart. The Northwind then brought the Santa Maria into her berth.

Anderson agreed that the damage to both vessels appeared to be light.

On Oct. 19, 1964, Santa Maria struck the Sirrah under conditions which appeared to be similar to those of yesterday afternoon. The late afternoon accident took place at approximately the same location as the Santa Maria was moving into port on an incoming tide.

One of the vessel's compartments was ripped open. The Santa Maria caught fire and drifted up Knik Arm with the tide. The Sirrah was able to break away and it did not burn. One Santa Maria crew member lost his life but the rest of the crew was rescued by tugs that raced into the inferno.



VESSELS ESCAPE SERIOUS DAMAGE IN INLET COLLISION

What appears to be a tangle of boats is the Cook Inlet scene moments after the Union Oil tanker Santa Maria collided with the U.S. Coast and Geodetic Survey's Pathfinder late Friday afternoon off the Port of Anchorage. Neither of the vessels appeared to sustain serious damage with the Pathfinder re-anchoring after the mishap and the Santa

Maria continuing into the petroleum dock to discharge her cargo of 135,500 barrels of six grades of fuel. The collision came exactly 22 months after the Santa Maria collided with the tanker Sirrah at approximately the same location. The earlier accident, which claimed one life, however, ripped one of the vessel's compartments open and it caught fire.

Anchorage Daily Times
Tuesday, August 2, 1966

Port Dredging Moving Ahead

Dredging at the Port of Anchorage, which has been fraught with problems since its beginnings this spring, now appears to be well under way and is expected to be completed this season, according to the Port Commission.

Present reports indicate that Swalling-General will complete 300 feet of dredging with its "dredge" by Aug. 13, allowing the company to begin driving piles for the north dock extension about Aug. 17.

Swalling-General, through a \$175,000 change order from the city council, took over dredging operations after it was learned that the original contractor, Pacific Marine Constructors, could not scratch the surface of the inlet bottom.

Using a three-yard bucket, and after a new five-yard bucket, Swalling has dredged 18,900 cubic yards of earth. About 16,000 yards remain to be dredged.

When Swalling completes its dredging in the 300-foot section and begins driving piles, the Manson-Osberg Company is expected to complete the work in front of the north dock and the petroleum dock.

A spokesman for Lounsbery, Sleavin and Kelly, consulting engineers, said at a Port Commission meeting Monday that Manson-Osberg probably will be ready to begin work Aug. 20.

Port commissioners approved a request by Port Director A. E. Harned to reorganize the port staff to include both a business manager and operations manager. Eugene Roessner, who holds both positions, has resigned, effective Aug. 15, to take another job.

Harned said the dual position is "more than any one person can handle effectively."

Commissioners also approved a move to raise the assistant port director's salary to \$15,000 per year.

In addition, commissioners approved sending two commissioners to Japan for a Japanese Trade Development conference, and sending other members to Detroit and San Francisco this month for other meetings.



HOVERCRAFT GETS FIRST TEST HERE

The Bell SK5 air cushion vehicle is shown as it skimmed along on its first test run from the city port area here. The hovercraft vehicle is being used for a 30-day demonstration by Skimmers, Inc., an Anchorage-based firm which plans to use two of the

unique craft to provide charter cargo and passenger service in the inlet area. Textron's Bell Aerosystems Co., U.S. licensee for the craft, is joining in sponsoring the demonstrations.

Anchorage Daily Times 3
Monday, August 15, 1966

North Dock Construction Meets Delay

Construction of the Port of Anchorage's north dock has been delayed another week, Port Director A. E. Harned said today.

Swalling - General Construction Co. now plans to start driving piles for the dock early next week.

This latest delay in the construction was revealed at a special meeting of city officials and representatives of the District Corps of Engineers.

Swalling-General had planned to leave off dredging early this week and convert its barge for pile driving. The port dredging operation was to be completed by a Manson - Osberg dredge working at the Homer Spit.

Col. Clare Farley of the Corps of Engineers reported this morning that the completion of the Homer Spit work was "critical Harned said."

According to present estimates, the dredge will begin work in Anchorage Aug. 25, he said.

Swalling-General will continue to use its clam bucket and crane operation for dredging through the end of this week.

The firm, which is to construct the north dock, took on a portion of the dredging work after the Corps of Engineers found that Pacific Marine Constructors of Seattle would be unable to do the work.

A certain amount of dredging must be done before piles can be driven for the new dock.

The City Council has approved paying up to \$175,000 to Swalling-General for its part of the dredging.

The cost of the work will have reached between \$160,000 and \$165,000 by the end of the week, Harned said.

The port director said he did not know if the city would be recompensed for this expense.

All of the dredging was supposed to have been done under a \$400,000 contract let to Pacific Marine by the Corps of Engineers.

Swalling-General was prepared to start dock construction July 15, and subsequently agreed to do what dredging was necessary for dock work to be started.

Harned said there has been "correspondence with our congressional delegation to see if there is any way the city can be recompensed for the work it has had to pay for — which originally came under the corps contract."

- Anchorage Daily News, Friday, September 2, 1966

Port Officials Set Meeting

A special meeting of the Anchorage Port Commission has been set for 7:30 p.m. Sept. 7.

The commission's regular scheduled meeting falls during the Labor Day holiday and has been cancelled.

The commission will consider a lease for Trans-World Alaska in the industrial park, final consideration of the first phase of a waterfront development study and possible attendance at conventions in Detroit and Portland.

The commission will meet in the Municipal Light and Power Building.